**Amendments to the Claims**:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-10. (Canceled)

11. (Previously Presented) A mat for reducing the disturbance of particulate matter by wind, the mat including:

(a) a first layer of coarse mesh material; and

(b) a second layer of coarse mesh material;

wherein the first layer is held in a substantially fixed position relative to the second layer.

12. (Currently Amended) ~~A mat~~ The mat according to ~~claim 11~~ claim 11, wherein the mesh material is a knitted material with average stitch length of between 2 mm and 6 mm, and the average separation between the first and second layer is between 2 mm and 10 mm.

13. (Currently Amended) ~~A mat~~ The mat according to ~~claim 12~~ claim 12, wherein the mesh material is formed from plastics fibres.

14. (Currently Amended) ~~A mat~~ The mat according to ~~claim 13~~ claim 13, wherein each layer of the mesh material has a porosity of between 10% and 50%.

15. (Currently Amended) ~~A mat~~ The mat according to ~~claim 14~~ claim 14, wherein each layer of the mesh material has a wind attenuation factor of between 40% and 80% for wind directed at right angles onto the mesh material at 50km/h.

16. (Currently Amended) A helicopter landing mat, that reduces a disturbance of particulate matter by wind, ~~including one or more mats according to claim 10, further including~~ the helicopter landing mat comprising:

at least one mat, the mat including:

a first layer of a coarse mesh material;

a second layer of the coarse mesh material, wherein the first layer is held in a substantially fixed position relative to the second layer;

a peripheral region which has a greater mass per unit area than the mesh material, wherein the first layer is attached to the second layer in the peripheral region.

17. (Currently Amended) ~~A helicopter~~ The helicopter landing mat according to claim 16, wherein the mat has a length and a width which exceed the rotor span of a helicopter.

18. (Currently Amended) A method of forming a helicopter landing mat, that reduces ~~reducing~~ the disturbance of particulate matter on a surface by wind, ~~including the steps of:~~ the method comprising:

~~(a)~~ covering the surface with ~~a mat which has~~ at least one mat, the mat including: (1) a first layer ~~of coarse~~ of a coarse mesh material and a second layer ~~of coarse~~ of the coarse mesh material, the first layer being held in a substantially fixed position relative to the second layer, and (2) a peripheral region which has a greater mass per unit area than the mesh material, the first layer being attached to the second layer in the peripheral region; and

~~(b)~~ fixing the helicopter landing mat to the surface at a plurality of points around the periphery of the mat.

19. (Currently Amended) ~~A method of reducing the disturbance of particulate matter on a surface by wind~~ The method according to claim 18, wherein each layer of the mesh material is a knitted material made from plastics fibres with average stitch length of between 2 mm and 6 mm, and the average separation between the first and second layer is between 2 mm and 10 mm, and each layer of the mesh material has a porosity of between 10% and 50% and a wind attenuation factor of between 40% and 80% for wind directed at right angles onto the mesh material at 50km/h.

20. (New) The helicopter landing mat according to claim 16, wherein the mesh material of the mat is a knitted material with average stitch length of between 2 mm and 6 mm, and the average separation between the first and second layer is between 2 mm and 10 mm.

21. (New) The helicopter landing mat according to claim 20, wherein the mesh material of the mat is formed from plastics fibres.

22. (New) The helicopter landing mat according to claim 21, wherein each layer of the mesh material of the mat has a porosity of between 10% and 50%.

23. (New) The helicopter landing mat according to claim 22, wherein each layer of the mesh material of the mat has a wind attenuation factor of between 40% and 80% for wind directed at right angles onto the mesh material at 50km/h.